

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION  
OLYMPIC REGION  
TUMWATER, WASHINGTON

**ROUTE DEVELOPMENT PLAN  
STATE ROUTE 160**

SR 16 Interchange to Southworth Ferry Terminal  
MP 0.00 TO MP 7.47

**MAY 1998**

**GARY F. DEMICH, P.E.  
REGION ADMINISTRATOR**

**ROBERT E. JONES  
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OLYMPIC REGION

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**STATE ROUTE 160**

SR 16 / SR 160 Interchange to Southworth Ferry Terminal  
MP 0.00 TO MP 7.47

**Approved By:**

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Region Administrator, Olympic Region

\_\_\_\_\_  
Date

**Concurrence:**

\_\_\_\_\_  
State Design Engineer, O.S.C.

\_\_\_\_\_  
Date

**Concurrence:**

\_\_\_\_\_  
Transportation Planning Office Manager, O.S.C.

\_\_\_\_\_  
Date



## Participating Agencies and Individuals

The following individuals participated in the creation of the *SR 160 Route Development Plan* and attended one or more Steering Committee meetings.

### Representing City of Port Orchard

Mr. Lawrence J. Curles,  
City Engineer

### Representing Kitsap County

Mr. Randy Casteel,  
Director of Public Works

Mr. Chuck Shank,  
Senior Transportation Planner,  
Public Works

Mr. Dave Smith,  
Traffic Engineer,  
Public Works

Ms. Tiffany Woltersdorf,  
Dept. of Community Development

### Representing Kitsap Transit

Ms. Wendy Clark,  
Capital Director

Mr. Doug Johnson,  
Service Planner

Mr. Pete Engel,  
Transportation / Land Use  
Planner

### Representing Puget Sound Regional Council

Mr. Anthony W. Lickteig,  
Associate Planner

### Representing Washington State Ferries

Ms. Celine Gihring, AICP  
Planning Services Manager

### Representing Washington State Department of Transportation

Mr. Chris Picard,  
System Planner  
Office of Urban Mobility

Mr. Brian Ziegler,  
Project Development Engineer,  
Olympic Region

Mr. Robert E. Jones,  
Transportation Planning Manager,  
Olympic Region Planning

Mr. Gary Farnsworth,  
Transportation Planning  
Engineer,  
Olympic Region Planning

Ms. Cass Brotherton,  
Regional Development  
Engineer,  
Olympic Region Planning

Mr. Craig McDaniel,  
Project Engineer,  
Port Orchard Project  
Engineer Office

Mr. Ashley Probart,  
PRTPO Coordinator,  
Olympic Region Planning

Mr. Jeff Carpenter,  
Assistant Project Engineer,  
Port Orchard PEO

Mr. Ken Russell,  
Transportation Engineer,  
Port Orchard PEO

Ms. Shirin Kashani,  
Planning Engineer,  
Olympic Region Planning

Mr. Chris Schroedel,  
Transportation Engineer,  
Olympic Region Planning

Mr. T.J. Nedrow  
TDM Coordinator,  
Olympic Region Planning

### Vision Statement

An efficient network of transportation facilities in the Puget Sound Region is vital to moving people and goods. Transportation affects us all--our lives and livelihoods depend a great deal on an efficient transportation system that offers opportunities for various choices and modes of travel. To many extents our transportation facilities have served our travel needs, but they were constructed to accommodate a population of the past. It is evident that many transportation facilities in the Puget Sound region are now experiencing their service limits.

Many citizens are discovering that the Puget Sound Region offers an exceptional environment in which to live and work. The demands on our state highways have escalated as the population of the region has increased.

In 1990 the Legislature passed, and Governor Gardner signed into law ESHB 2929, commonly known as the Growth Management Act (GMA). GMA requires all cities and counties in the state to do some planning. It calls for the fastest growing counties, and cities within them, to plan extensively in keeping with the following state goals:

- Conservation of important timber, agricultural and mineral resource lands.
- Protection of critical areas.
- Planning coordination among neighboring jurisdictions.
- Consistency of capital and transportation plans with land use plans.
- Early and continuous public participation in the land use planning process.

The basic objective of the legislation is to guide and encourage local governments in assessing their goal, evaluating their community assets, writing comprehensive plans, and implementing those plans through regulations and innovative techniques that encompass their future vision. The state's main role under GMA is to assist and enable local governments to design their own programs to fit local needs and opportunities. This "bottom up" approach is consistent with Washington's long-held tradition of local governments.

In order to assure an efficient transportation system for the future, it is important to plan for the growth that continues to occur. A *Route Development Plan* (RDP) is conducted to provide strategies to existing and future deficiencies of the transportation system. This RDP discusses specific improvements needed along State Route 160.

These improvements and goals for the future are best achieved through cooperative planning efforts and consensus with affected local and regional jurisdictions. This *Route Development Plan* was prepared in such a way. The State Route 160 Steering Committee members provided many valuable contributions in the development of this

RDP. They shared with the committee their respective agency Comprehensive Plans and transportation goals, policies, and targeted highway improvement projects. The Committee created a set of Objectives and Alternative statements that, in conjunction with local Comprehensive Plans and the *WSDOT State Highway System Plan*, provided the impetus for what is recommended in this Route Development Plan.

## **SR 160 Route Development Plan Study Limits**

The study limits of this RDP include the entire length of SR 160, beginning at the SR 16 Interchange in Port Orchard and ending at the Southworth Ferry Terminal, with additional information provided regarding the Washington State Ferry's long range service plans for routes that link SR 160 to the Seattle area. This ferry service is officially defined as an extension of State Route 160.

## **Organization of this Report**

This *SR 160 Route Development Plan* is organized by topics. To begin, Chapter 1 introduces the route by describing existing conditions such as highway alignment, geometric cross sections and right-of-way, along with mention of classification systems such as state and federal functions and the Access Management Plan.

Land use zoning and travel demand information is presented in Chapter 2. Highway operating conditions are summarized, and tables are provided that highlight existing and future levels of service for highway segments and selected intersections.

Chapter 3 presents the Steering Committee's recommendations for highway improvements and public transportation services.

Appendices provide the remaining information such as a history of Steering Committee and public meetings, letters of comment on the Plan from stakeholders, the public involvement processes used, including a public survey, and a brief review of environmental issues along the corridor.

## **Stakeholder Involvement**

A Steering Committee was formed to guide transportation decisions and reach a common vision on issues discussed in this *RDP*. This committee included representatives from the City of Port Orchard, Kitsap County, Kitsap Transit, the Puget Sound Regional Council, Washington State Ferries, and the Washington State Department of Transportation.

The Steering Committee conducted two public open houses to present information and solicit comments from the public regarding this plan. Additionally, a public opinion survey was conducted of travelers within the SR 160 corridor.

## Steering Committee Recommendations

The recommendations in this *Route Development Plan* represent the planning efforts of several working meetings with stakeholder agencies, and discussions with the traveling public. As growth continues along the SR160 corridor and in the region, the recommendations contained herein will serve as a development guide, to be used by WSDOT and local and regional jurisdictions, in an effort to keep SR 160 operating in an efficient manner. The recommendations reflect stakeholder agency policies and sound engineering judgments. Future decisions, such as during the detailed design/environmental phases of improvement projects, should not be based solely on the planning-level recommendations in this plan.

To aid the steering committee in reaching consensus on issues such as mobility, access management, and highway design speed and non-motorized improvements, a literature review was performed. From this effort, documents such as city, county, and transit comprehensive plans were consulted. Additionally, several WSDOT plans were examined, including the *State Highway System Plan*. The *WSDOT Access Management Plan* classifications of SR 160 influence the type of roadway median sections proposed as part of the mobility recommendations.

## Summary of Recommendations

### *Roadway Improvement Recommendations*

- **Widen State Route 160 from SR 16 to Long Lake Road**  
**Create a four lane roadway with sidewalks and bike lanes and a raised median.** The proposed highway median for this segment will serve to reduce the total number of conflicting vehicle movements such as left turns and crossing maneuvers, particularly at minor intersections and private driveways. Under this plan, full intersection access will remain at the public road intersections of Geiger Road, Bethel Road, Converse Avenue, Jackson Avenue, Phillips Road, and Long Lake Road.
- Between Long Lake Road and the Southworth Ferry Terminal, no additional through travel lanes are recommended. The *WSDOT Access Management Plan* will continue to provide guidance related to the permitting of future road approaches.
- **Provide Sidewalk and/or Shoulder Improvements Entire Route**

The Steering Committee heard many concerns from the public regarding pedestrian safety along SR 160. The committee recommends that the entire route be improved to better serve non motorized travelers, by constructing paved shoulders and/or sidewalks. The South Kitsap School District provided their “walk route plans” for the three schools in the vicinity of Sedgwick Road. This information aligns with and supports the Steering Committee’s recommendations to improve pedestrian travel options.

### ***Public Transit Service and Park and Ride Lots***

- The *SR 160 Route Development Plan* incorporates strategies from the recently updated Kitsap Transit planning document titled *Transit Development and Long Range (7-Year) Plan, 1997-2003*. The transit service recommendations include expanding the Harper Church park & ride lot, as well as eventually developing smaller remote lots away from the Southworth Ferry Terminal. Development of a park & ride lot is underway in the vicinity of Jackson Avenue near SR 160. The *Route Development Plan* also suggests developing a park & ride lot near the area of the interchange of SR 16 and SR 160. If a lot was constructed at this location, vehicle demand along Sedgwick Road could be reduced by capturing ferry-bound vehicles before they enter the SR 160 corridor and by providing transit service to the terminal. In the out years of the *Route Development Plan*, the addition of HOV treatments and signal preemption, HOV lanes and separate bus loading facilities at the Ferry Terminal is mentioned.

### ***Washington State Ferry Service***

- **Incorporate strategies outlined in the Washington State Ferry System Plan.**  
The *SR 160 RDP* incorporates the recommendations contained in the Washington State Ferry Service System Plan. Recommendations Include:  
Foremost is splitting up the current Fauntleroy/Vashon/Southworth route into three separate routes. In its place, ferries would operate between Southworth and Vashon, Fauntleroy and Vashon, and eventually Seattle and Southworth. The goal in the area is to accommodate increases in ridership and divert traffic growth away from the Fauntleroy terminal, which is already operating at capacity and has little if any room for expansion. The draft plan also recommends passenger-only ferry service between Seattle and Southworth begin by the year 2000. Additionally, the System Plan assumes that after 2012, the passenger-only service would be replaced by car ferries.
- A Circulation Study of the Southworth Ferry Terminal will be conducted



## Conclusions

Transportation planning is an ongoing process and must be flexible in order to incorporate unforeseen trends. One of the goals of this plan is to integrate the Department of Transportation's needs with the needs of local transit authorities, cities, counties, regions, citizen groups, and the traveling public. It is believed that this plan, along with a certain amount of flexibility, will provide a safe and well integrated transportation system for State Route 160. This plan will be updated and modified periodically as changes occur along the corridor, and as resources allow.

This long range plan will provide guidance for development of the Olympic Region's program of projects as well as guiding the Region's Development Services Team in defining developer impact mitigation measures. The Washington State Department of Transportation expresses its sincere appreciation to the individuals and local and regional agencies that took an active role in the development of this plan. WSDOT encourages these agencies to review and provide official comment on this consensus-based plan. Final approval of the *State Route 160 Route Development Plan* is issued by the WSDOT Olympic Region Administrator.